

ALEXANDRIA GAZETTE AND VIRGINIA ADVERTISER.

NEWS OF THE DAY.

To show the very age and body of the Times.

A telegram from Paris says that the postal treaty between Paris and the United States will be signed at an early date. The French Minister of Finance, M. Goulard, proposes that one of the rates be raised from 40 to 45 centimes per ten grammes, and also differs slightly from the postal department on the question of transit; but President Thiers has intimated to reconcile all the differences of opinion, and to smooth the way to a final ratification of the treaty.

A dispatch from Toronto relates that the epidemic among the horses has extended throughout the Dominion, seriously interrupting the business of the country; that street cars in Montreal have stopped running; in their stables more than three hundred horses are sick, and farmers in the country are unable to bring their grain to market. The disease is not often fatal, but recovery is slow.

A St. Petersburg dispatch announces that the Czar has issued a decree granting full pardon to Michael Czakowski, the Polish general who, under the title of Sadyk Pasha, took service in the Turkish army, and distinguished himself as commander-in-chief of the Ottoman Cossacks in the war against Russia.

It is semi-officially announced from Washington that Secretary Boutwell has not yet commenced preparing his report on the finances; that he has given no intimation whatever what recommendations he intends to make, and that, therefore, the recent statements on the subject are "gratuitous and unimagination."

The London Times publishes a special dispatch from Berlin, stating that though the reports of the law advisers on the San Juan boundary question are ready, it is possible that the arbitration of the Emperor William will be delayed for some time yet.

Only the bulk of the German force in the Departments of Marne and Upper Marne is to be withdrawn. Small detachments will remain at important points after the 25th instant. The winter quarters of the Germans in other departments are not yet completed.

The Democratic and Liberal State Committee of Massachusetts, at a meeting in Boston yesterday, decided to substitute Mr. F. W. Bird in place of Mr. Charles Sumner for Governor, and William L. Smith for Lieutenant Governor, in place of George M. Stearns.

The National Board of Trade, in session in New York, yesterday adopted resolutions looking to reciprocal trade with Canada, and postponed the question of the encouragement of shipbuilding until next year.

George M. Smith, one of the Presidents of the Mormon Church, with a party, have started on a pilgrimage to Palestine and the Holy City to prove a connection between the Mormon and the lost tribes.

Heavy rains in France have caused the rivers Rhone, Sarne and Loire to overflow their banks.

The London Gazette announces the appointment of Sir Roundell Palmer as Lord Chancellor.

The National Executive Committee of the "Union League" of America will meet at the Astor House, New York, on Tuesday next.

The longshoremen's strike at New Orleans continues. Those who are working receive four dollars per day.

Secretary Fish returned to Washington yesterday.

RAILROAD MEETING.—Judge Nicol addressed a number of the citizens at Haymarket on Saturday last, on the subject of the county subscribing \$75,000 of stock, to the Potomac and Manassas railroad.

Agreeable to announcement E. E. Meredith, esq., candidate for commonwealth's attorney, addressed the people in favor of the election of Greeley, after which Judge Nicol took the stand in favor of the people voting for the \$75,000 stock, to this road.

The road he said was to start at Potomac City, a point on the Potomac river in this county, where there was one of the best ports in the United States. The road was to run by way of Bristow, Bristow Station, Gainesville, Aldie in Loudoun county and on to the coalfields of Maryland.

He gave a history of the advantages that railroads had been to every section through which they passed, causing lands to advance from \$2 up to \$10, 20, 30, 40, and \$100 per acre. Land that was now offered at \$2.50 in this county would be worth \$50 for the wood that was on it, if this road was built. He gave a description of the mineral wealth of that portion of the county through which it is proposed to build the road, and stated that if built, it would develop millions of dollars worth of wealth which was now lying dead in the earth.

The county he said was not asked to loan \$75,000 but only to give her name for that amount, and that after a few years the bonds would be a source of revenue, instead of a tax. In addition to sand, stone, slate, brown stone, granite, soap stone, &c., we had a gold bearing quartz which he believed would be found to be valuable, also copper mines which had been worked and the ore wagoned 18 miles, and yet was found to pay. There were also marble beds on the Potomac yielding an excellent fertilizer, which if this road was built could be obtained by the farmers at a very small price. There was also in Bull Run mountain valuable iron ore. If the \$75,000 is voted for, the road will be built in one year from its commencement, and we should soon see long trains of cars loaded with coal, iron and other ores, building stones, &c., going to the Potomac and returning with fertilizers and other articles to be used by our prosperous farmers.—*Manassas Gazette.*

GOING HOME.—About twenty-three years ago Henry Thomas, colored, who then belonged to a citizen of Calvert county, residing near Port Republic, was sold to a Southern planter. On Saturday last, accompanied by his two young sons, he returned to Prince George's Calvert county, after having walked all the way from Alabama since July last. When the party reached North Carolina their stock of money had become exhausted, and they were obliged to stop awhile until by their labor they could earn enough to pay for provisions until they could reach Maryland.—*Marlboro', Md., Prince Georgean.*

PROFITABLE.—Messrs. N. C. Motley and R. A. McDowell did a good business this year, making a fine manufacturing tobacco for which this section of Virginia and North Carolina is remarkable. With four hands they cultivated, last year, one hundred and seventy thousand hills, and sold their crop this year for \$5,132.90. The account of sales is before us. The whole expense they report at \$850. The farm cultivated is about five miles from Danville, in the county of Pittsylvania.—*Danville (Va.) Times.*

VIRGINIA NEWS.

The Fredericksburg Star says:—"Mr. Jos. R. Finch has exchanged his property, the Old Tod Tavern farm in this county, containing 540 acres on a basis of \$15,000 value, with Mr. Benj. S. Gilbert, of Washington city, for property in Washington. Mr. G., like a good many other people North, has come to the conclusion that landed estate in Virginia has touched bottom, and that investment at present rates will pay."

On Tuesday the session of the Court of Appeals at Winchester commenced. The U. S. District Court, Judge Rives presiding, commenced its session at Harrisonburg on Tuesday last. There was but little business for the grand jury, a few unimportant revenue cases being all that was placed before it. The term of the court will be principally occupied in trying bankrupt cases.

On Wednesday night, between 11 and 12 o'clock, a gentleman by the name of Hill, who resides in Pulaski, whilst walking near Dunlap's Hotel at Dublin, was fired at several times by some person unknown, one of the balls striking him in the leg and fracturing it badly. It was generally believed that Mr. Hill was mistaken by the assassin for another person.

The Lexington Gazette says:—"A private telegram received yesterday informs us that the city of Baltimore refuses to pay the quota of her subscription to the Valley Railroad, required by the company, on the ground that the conditions on which she made the subscription have not been complied with."

Mr. Houehens, near Ivy Depot, in Albemarle county, has a litter of pigs which have taken a wonderful fancy to a cow which suckles them as much as their own mother. She licks them as she would for her calf, and they come to her and take their nourishment from her regularly.

At St. John's Commandery, Knights Templar, were going home from Richmond on Wednesday night, they were met at the depot at Fredericksburg by the Commandery of that city, where a quarter of an hour was spent in kindly greetings and fraternal courtesies on both sides.

Among the witnesses expected to be present at the trial of the Lloyd case, in Leesburg, are Prof. Wormley and Prof. Mallet, of the University of Virginia, and Prof. McCullough, of Washington and Lee College, and Prof. Graham Elizey, formerly of Loudoun county, but more recently of Maryland.

The next annual meeting of the Virginia Division of the Association of the Army of Northern Virginia will be held in Richmond on the 21st inst. Gen. J. B. Gordon will deliver the address. Gen. Fitzhugh Lee is the President of the Association. A number of invited guests will be present.

Mr. John Michie, of Falling Spring, Rockbridge county, has sold to Mr. W. B. Brooks, of Baltimore, 198 acres of his farm for \$6,955.25. Mrs. Ozden sold three acres adjoining the above to the same party for \$300. There is on this land a marble quarry that is thought to be very valuable.

The case of Harvey Terry vs. William Ira Smith, being a suit for alleged malicious prosecution and defamation of character, with damages laid at \$25,000, has occupied the attention of the U. S. Circuit Court, in session in Richmond, for the last two days.

The Staunton Vindicator says that the fruit distilleries in that district last year made nearly 25,000 gallons of apple brandy. This year there are 222 licensed fruit distilleries in the same district.

Rev. John S. Blain, for thirty-three years the pastor of Rocky Spring Church, Augusta county, died on the 8th instant, in the 73d year of his age.

The Conservatives of White Oak Township, Stafford county, propose, at an early day, to raise a Greeley and Brown flag and give a barbecue at White Oak.

The Piedmont (Orange county) Virginian says:—"The heaviest frost of the season fell on Sunday night last, destroying much of the uncut tobacco."

By a vote of eighteen to eight, the Common Council of Richmond has repealed the ordinance relative to the observance of Sunday, which had given rise to so much discussion.

Mr. Merriweather Anderson, an old and much esteemed citizen of Charlottesville, died suddenly of apoplexy on last Sunday morning.

Preparations for the installation of Rev. James Gibbons as Catholic Bishop of Richmond are being made on an extensive scale.

Dr. Baird has resigned the pastoral care of the Third Presbyterian Church, in Richmond.

Mr. William B. Clements, a highly esteemed citizen of Petersburg, died on Thursday.

Lectures on Hygiene are to be delivered by Dr. Houston at Randolph and Macon College.

THE HEBREW FEAST OF TABERNACLES continues to be celebrated by the Reformed Israelites seven days and by the Orthodox eight days. It is one of those three festivals upon which all adults were commanded to repair to Jerusalem and to lay an offering upon the altar of the Temple at the time when the Hebrews claimed Palestine as their land.—It is precisely a feast of joy, and branches of the palm tree, with apples of Paradise and myrtles, are borne in the synagogues, while the hosannas are sung as a song of joy and thanks. During the seven days of the festival is the custom of the Orthodox Hebrew to dwell in a booth erected by him as a remembrance of the sojourn of the children of Israel in the wilderness after their exodus from Egypt, which is one of the recurrences which this feast commemorates. The first, and by the Orthodox also the second, day is a general holiday, while the following four are regarded as half holidays, during which work may be performed. The seventh day is the concluding festival, and supplications are offered to Providence to bless mankind during the coming autumn and winter seasons. The eighth day is a supplementary festival, when the Israelites rejoice for the giving of the "Law."

As most of the Hebrew festivals, this also has a two-fold significance—a spiritual and a natural. When the Hebrews occupied Palestine this was the time of gathering in of the harvest, and offerings of the first fruits were laid upon the altar. The festival is based upon the 23d chapter of Leviticus, verses 34=44, which command the children of Israel to observe the fifteenth day of the seventh month, when the fruits of the field have been garnered, as a festival of the Lord, when no servile work shall be done. All Israelites are to dwell in tabernacles for seven days, and they and their generations, forever.

Mr. FORREST has the most unique dramatic library in America, and a gallery of personal photographs, led off by a full-length, sun copy of himself, taken by a Boston artist. "The Dog of Montargis," which acted with him when he was a poor stroller, is painted from the real, and when Colonel Scott, the railroad king, called on Forrest, the king of the stage, a few days ago, Forrest pointed to this picture, and said: "He often got more applause than I did, and when he was poisoned after he died, I had him painted after he died. He was one of my best friends, for he never complained, was ready to share with me my sorrow, and always rejoiced over my triumphs."

Gen. Wise in Reply to Gen. Early.—RICHMOND, VA., Oct. 16, 1872. To the editor of the Richmond Enquirer: A letter from Gen. J. A. Early in your paper this morning, touching myself, requires a brief notice from me. There can be no issue of fact between him and myself. I have too much respect for him personally and for the motives which govern his political course to doubt his truth and integrity in the pending Presidential election.

I addressed my letter to Col. Mosby through the public press, and after it was published I received from Gen. Early a letter which I deemed congratulatory, and understood to fully endorse my course not to vote for either Gen. Grant or Mr. Greeley, and his counsel as well as concurrence was, I thought, to abstain from any commitment to either. He made one criticism on my letter, to which I confessed—that whilst recommending Old-Line Whigs, Federalists, and Know-Nothings for the design of destroying the Democratic party, I did not rebuke such Democrats as consented to the death of that party. With this exception, I did think myself authorized to conclude that Gen. Early concurred with me entirely in the main—not to vote for either the Philadelphia or Cincinnati nominees or platforms, and I so stated in private at various times. When he published his late letter declaring his final determination to vote the Greeley ticket, I was surprised, and so declared; but I never so declared at Washington city. Later, in the night, I passed through that city and stopped there only to change cars; returning to Baltimore I passed through, again in the night, not stopping, but going on that night to Brentsville, Prince William county, Va. I had no "interview" with any correspondent of the New York Herald there, or then, or at any other time or place. I never allow of such "interviews," if I know it. But this incorrect statement, doubtless, arose from what occurred on the evening of the next day, at Bristow station, on the Orange and Alexandria railroad. Judge Thomas and myself were talking, then and there, about the nomination of Greeley, and I denounced it, as I do now, as an obligation any Confederate supporting it to be a renegade to his own faith, or a hypocrite to the faith of others, when some one present remarked that Gen. J. A. Early had come out and committed himself to the support of the Greeley nomination. I replied that I was sorry to see it; that I had reason to think that Gen. Early endorsed my course, and I had a "crow to pick with him" for disappointing me. But I added that, perhaps, his reluctance and his reason for changing his mind would serve my desire to defeat the nomination as well as abstaining from a choice would; for it reminded me of what a friend in Baltimore told me was the reason of a distinguished Texas Confederate for sheltering under Greeley's garb—(see scene ii. in the *Tempest*): Cuban (Greeley) lying down trying to hide from Prospero's spirits; when Trinculo (the Confederate) comes along and spies him, whilst a storm is brewing. The poor spirit thought he had no other shelter than Caliban's garb-dine. Directly Stephano comes with wine for both the mouths of Caliban, and the latter is made very happy and goes off with a song. The whole scene, Mr. Editor, is worth publishing; and if you don't I hope the Republican journals will. Yours truly,

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PRINCE WILLIAM COUNTY TRENDS.—[From the Manassas Gazette.]—We learn that Major W. W. Thornton, of Brentsville, ran a narrow escape of being shot one morning last week, under the following circumstances. The Major was going out with his dogs a while before day to have a fox chase, and in passing near the jail, he was ordered to halt by Rhody Lovelace, who was on guard at the time. Not heeding or hearing the call to halt, he kept on, when Lovelace fired at him, but fortunately missed his aim. The shot alarmed the neighborhood, many persons supposing that the guard at the jail had been attacked. One gentleman who held a responsible position in the county, ordered a light that was burning in his room to be extinguished, remarking to a friend who was lodging with him, that some persons were making an attack on the jail, and that the Confederates would be the next object of their raid.

A merchant doing business not very far from here, who had trusted a colored customer for a large amount of goods was with two of his friends, a few evenings ago, looking for his debtor who had made preparations to leave for other pastures, without cancelling his indebtedness. The matter assumed a serious aspect for a while, as the three were prepared to compel the delinquent to disgorge or do worse, and had he not given his pursuers the slip he should have had matter for a much more interesting "local" than this. The debtor had billed him self and trunk for Lynchburg by the night train, but failed to take the cars here, as he probably got wind of the intention of his creditor, and took the train at another station.

The residence of Mr. Isaac P. Baldwin was destroyed by fire on Sunday night last, with nearly all its contents. The family was sleeping in the upper story of the building, and were awakened by the roaring of the flames, having scarcely time to make their escape from their bed chamber. The fire originated in the kitchen where a small colored boy slept, and it was supposed by the family that he had perished under the flames, until a neighbor reported that he had seen the boy running through the woods. Search was made and he was found in the neighborhood and taken before justice. Woodson, who committed him to jail on a charge of firing the house. The boy said at first that he was burning some paper, and that the flames communicated to a lot of sacks, but afterwards said a colored man had persuaded him to burn the house. The loss will reach several thousand dollars. No insurance. Since the above was put in type we learn that two or three other negroes are implicated in the burning, and that the burning was done to cover up a robbery that had been committed by them. They intended to destroy the family in the flames, as they refused to allow the boy to awake them.

Major E. M. Braxton, candidate for Congress from this district, will be at Manassas on Thursday, the 31st of October, and will address the citizens on that occasion.

Judge Charles E. Sinclair positively declines being a candidate for the office of Commonwealth's Attorney.

S. V. R. R.—The Board of Directors of this road held a meeting at Philadelphia on the 12th inst., at which Col. Thos. A. Scott was present. We learn that the Colonel informed those who have been foremost in managing this enterprise, that they had signally failed, and it was necessary for him to give his personal attention to the work. The meeting resulted in the resignation of some of the officers of the company, and Col. Scott, according to our information, assumes entire control of the road. The Colonel has been a long time finding out that there had been a failure somewhere, but we suppose "it is better late than never."

We also learn that the engineers have orders to go ahead with the work of location, and that Col. Scott proposes to push the work forward.—*Page Courier.*

A SUNDAY SPECULATION.—Some idea may be obtained of the extent to which Congress gives away the people's land by a transaction in the land market on Saturday, between the Kansas Pacific railroad and Mr. George Grant, of London, England. Mr. Grant purchased from that company a tract of land containing twenty-four square miles, upon which he intends to build a town and found a colony.

The agricultural report promises a good cotton crop. The average is not so good as was supposed in September, but it is much better than that of last year.

RAILROAD UNDERTAKINGS.

[From the Winchester News.]—With the opening of the Chesapeake and Ohio railroad, now near at hand, it will be some miles nearer from Winchester to Cincinnati by Stanton than by Harpers-ferry and Parkersburg. The same may be said of Washington city, which will like wise see the shortest route to the west reversed in its direction, passengers and trade for the Cincinnati, Indianapolis and St. Louis parallel turning southwest instead of northeast. Equating distances by comparison of grade, even Baltimore will find this the best route. East of Millersville, the line is quite as level and much more direct, than the corresponding portion of the Baltimore and Ohio road; while west of that point there is no grade over thirty feet to the mile against the enormous inclines of one hundred and five and one hundred and sixteen feet to the mile scattered along the tortuous line from Piedmont to the Ohio.

We do not realize the change that is thus to be wrought in the current of trade. The heavy trains we have seen pursuing their winding way from Richmond, Lynchburg and points still further south via Manassas and Strasburg to the west assist us in doing so. They will strike for Stanton, and they will be followed by a large and rapidly growing traffic from the Potomac and cities to the north of it. To accommodate this, two railways are in process of execution in the Valley. Another is partly finished, and about to be resumed with a view to immediate completion, from Fredericksburg. A fourth, or, counting the Orange and Alexandria, a fifth, is now being located. This, styled the Piedmont and Potomac, starting from Washington city, crosses the Manassas road at or near Rectortown, twenty-five miles from Winchester. It thence aims at Flint Hill and Thornton's Gap. The Blue Ridge, according to the reports of recent surveys, is passed there with a facility very surprising to those who have traversed that region and crossed the Gap. Light grades and no tunnel will carry the track into Page. There the new work reaches the Shenandoah Valley road; but professes to maintain its independence and strike for Harrisonburg and proceed to the westward of that town, aided by a subscription the Harrisonburgers talk of making, \$600,000 subscribed conditionally by Washington, aided by the very considerable amount of grading long ago done on the Independent Line and Loudoun Branch of Manassas, is affirmed to have already placed this enterprise beyond peradventure. Shortening the distance from Rectortown, Strasburg, Ke to Washington ten or eleven miles, and furnishing the W. & O. road, which it crosses near Falls Church, its best outlet to the same city, it will have a strong hold upon both that road and Manassas. The circumstance is one not likely to have been forgotten in the calculations of the projectors.

These four or five cracks to the Huntington delta are in the hands of almost as many separate interests. Which of them shall be first in favor with the great corporation to which they are, is to be decided by it. It will be impossible, however, to exclude all from a share of the benefits that but fair to be over-riding. Every town, too, must participate, to an extent dependent in great degree on the enterprise and liberality of the citizens of each.

ARREST OF THE WATERBURY (N. Y.) BANK ROBBER.—The New York Evening Post of Tuesday gives the particulars of the arrest of the Waterbury (New York) bank robbers who recently got into that institution, gagged the cashier, and stole \$300,000. It says: It was ascertained that a carriage, containing three men, had been driven rapidly through Cohoes at an early hour Monday morning, and down the turnpike road leading to Albany, through the toll gate of which the vehicle was rapidly driven, at about four o'clock, the driver, failing to pay the toll, this gate is half a mile north of the boundaries of Albany, and here all traces of the carriage ceased. At ten o'clock two men took the train at Albany for New York, but got out at Castleton, some eight miles below there, and hiring a carriage for Stayestown, they proceeded there, where they took a later New York train. In the meantime the news of the robbery had reached Castleton, and the station agent there, suspecting something wrong on the part of the two men, telegraphed to Stayestown, when he learned that the men had gone on to New York by the cars. Another telegram to Hudson overtook the rascals, and they were arrested. They refused to give their names, but a resident of Troy, it is said, who was in Hudson, recognized one of them as "Red" Cudley, a notorious bank robber and planner of burglaries. The name of the other is unknown, but he and the other seven are supposed to be New York thieves.

CLOSE OF THE CUMBERLAND FAIR.—The Fair of the Potomac Agricultural Society at Culpeper, Va., closed yesterday with a bonanza, meat and recreation fair. In the two mile race which took place before the close of the Fair three horses started. "Barren" Laura won the race. The rider of Van Dorn was thrown twice during the race, but escaped serious injury. In the trotting match, best three in five to harness, seven started. Rixey's Humbolt won the race. During the second heat two of the sulkeys collided, and horses, sulkeys and riders turned a complete somersault, but escaped serious injury save the smashing of one of the sulkeys. In a test of equestrianship between ladies for a fine saddle, three contestants entered. The judges were unable to decide which was the best rider. The ladies requested that they might be allowed to ride a hurdle race to decide the matter, but the judges would not permit them. The contest was adjourned by drawing for it. Miss Cooper, of Fauquier county, won the saddle. Among the premiums awarded was one to W. T. Horrick, of this city, for best buggy harness.

MARYLAND COAL FOR BOMBAY.—That the effect of the present high prices of coal in England is being sensibly felt in the United States is evident by the fact that within a few days past the Consolidation Coal Company, of Georgetown, has received orders, transferred from Liverpool, England, for large quantities of Cumberland coal to be shipped to Bombay, Point de Gal, Anden, (East Indies), Madeira, Alexandria, (Egypt), Rio Janeiro, Aspinwall, St. Thomas, Martinique, Havana, Valparaiso, and several other distant points. This circumstance is unprecedented in the history of the Cumberland coal trade. The coal will be mainly shipped in foreign bottoms from Georgetown. The American bark Orient is now loading at the Consolidation Company's wharves for Aspinwall. In a few days quite a number of foreign vessels will doubtless be in the Potomac to fill the orders referred to.—*Wash. Star.*

A Washington dispatch to a New York paper states that General Ryan is engaged in preparing for another Cuban filibustering expedition. He is in negotiation for the purchase of a vessel to take 20,000 stand of arms, 10,000 revolvers, several cannons and a large amount of ammunition, to start from Boston or Baltimore and land the cargo on the Cuban coast. It is said that the vessel will afterwards be used as a privateer. One faction of the Cubans in this country accuses Ryan of being a traitor to the Cuban cause, and is opposed to trusting him with any more ventures in its behalf.

The Executive Committee of the Municipal Reform Association of Philadelphia, at a meeting yesterday afternoon, unanimously resolved to contest the election of the Republican "row" officers.

At Norristown, Pa., October 15th, 1872, by Fred. C. Gentry, DANIEL K. HAYES, daughter of Elijah Thomas, of Norristown.

On the 15th inst., by Rev. Father McMalley, LOUIS J. KNIGHT, of Georgetown, to Miss EMMA M. DENTY, of this city.

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The Washington, Cincinnati and St. Louis Railroad.

LURAY, VA., Oct. 16.—Harrisonburg, the county seat of Rockingham county, on Saturday last, voted a subscription of \$25,000 to the capital stock of the Washington, Cincinnati and St. Louis narrow gauge railroad by an almost unanimous vote. The charter for this road was granted by the legislature of Virginia at its last session, with a capital stock of \$15,000,000, to build a three-foot narrow gauge railroad from a point on the Potomac river opposite the city of Washington, thence west through Virginia and West Virginia to the Ohio river at Point Pleasant, and thence west through the States of Ohio Indiana and Illinois to the city of St. Louis.

The company was formed under the provisions of this charter at Luray, Va., on the 13th day of June last, when Peter B. Borst was elected president, as also other officers, and a full board of directors. The president of the company, has now a survey of the route "in the full tide of successful experiment," and Chief Engineer Richard B. Osborne, esp. one of the most distinguished engineers in this country, with a full corps of assistants.

The survey has been commenced at Harrisonburg, and runs west up North river and crosses North river rap in the Shenandoah mountain—thence west through Highland county, passing over the Alleghany mountains by a low gap into Piedmont county, West Virginia—thence through Webster, Braxton, Clay, Jackson, and Mason counties, West Virginia, to Point Pleasant. I cannot undertake in this letter to do more than merely glance at this enterprise, but it is agreeable to you will furnish you herewith with some brief letters in relation to it. It will be sufficient at this time to say that it is designed to be a grand narrow gauge trunk line from tide water to the Mississippi at St. Louis. It will traverse in its whole length from Washington to St. Louis, one of the finest agricultural regions in the U. S., and as to its mineral resources, especially coal and iron, it is unsurpassed on this continent, embracing the vast iron and coal fields in Virginia and West Virginia, and on its western division the great block coal fields of Indiana, lying midway between the great commercial and manufacturing cities of St. Louis and Cincinnati. This road will penetrate the great coal fields of Webster county, West Virginia, at a distance of 100 miles from the Manassas railroad, at Harrisonburg, and will become a paying institution the moment it reaches there.

By the construction of this road a splendid agricultural country will be opened up. This road is exciting the deepest interest in the sections of Virginia and West Virginia through which it is designed to pass, and the president of the company has shown the writer a number of letters recently received from intelligent gentlemen in Ohio, Indiana, Illinois and St. Louis, expressing the liveliest interest in its success. Large subscriptions to the capital stock of the company by counties, towns and individuals are being made, and everything looks encouraging.—*Wash. Star.*

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